

**Traffic Impact Study Policy**  
**Adopted: November 21, 2022**

Section 5.2.5 of the 2010 update to the Cecil County Comprehensive Plan provides recommended minimum levels of service (LOS) for the road network within growth areas, rural areas, and other areas. These minimum standards were carried forward from the 1990 update to the Cecil County Comprehensive Plan, and are listed in the table below:

*Table 1: Recommended Minimum Levels of Service*

Land Use Designation	Minimum LOS – Off Peak	Minimum LOS – Peak Hour
Growth Areas	LOS C	LOS D
Rural Areas	LOS B	LOS C
Other Areas	LOS C	LOS D

In preparing the 2010 update of the Cecil County Comprehensive Plan, research indicated that most roads in the County were projected to have an adequate level of service, but it was suggested that the County require traffic studies for larger developments to measure their impact on the roadway network and require the development to provide mitigation measures if the roadway network would need improvements to maintain acceptable LOS as a result of the development's impact.

To effectuate the goals of the 2010 Comprehensive Plan update, the Planning Commission hereby revokes the December 1989 Traffic Impact Study Memorandum and replaces it with the following approach:

1. If a development would generate<sup>1</sup> between more than 25 external<sup>2</sup> peak hour trips but less than 50, a Site Traffic Impact Study (Site TIS) will be required to be performed. The scope of the Site TIS should be limited to the site access(es) to the County's roadway network and any immediate transportation facilities in the vicinity of the site access(es). The Site TIS should focus on ensuring the site access(es) can operate safely and efficiently, while also focusing on the operation of immediate transportation facilities in the vicinity and providing for adequate public and emergency services responses.
2. If a development would generate between more than 50 external peak hour trips but less than 300, a Local Traffic Impact Study (Local TIS) will be required to be performed. In addition to the requirements listed in Item 1, the study area of the Local TIS should be determined by its location in the following manner:

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<sup>1</sup> The latest edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* shall be used in determining the peak hour trip generation in this section. Whereas the *Trip Generation Manual* does not provide sufficient information in determining peak hour trip generation, engineering judgement shall be used in determining the peak hour trip generation.

<sup>2</sup> External trips refer to trips that access the roadway network and do not include pass-by trips or internal capture trips, as defined in the latest edition of the ITE [Trip Generation Handbook](#).

- a. If the development is located within a growth area, the study shall include all existing County and State roads in all directions from each of the site access(es) to the first intersection of a major collector or higher functional classification road.
- b. If the development is located within a rural area, the study shall include all existing County and State roads in all directions from each of the site access(es) to the first intersection of a major collector or higher functional classification road within a two (2) mile radius of the location of the site access(es).
- c. If the development is located outside of the growth and rural areas, DLUDS judgment shall be used in determining the appropriate study area.

In addition to the focus on facilities and services listed in Item 1, the Local TIS should focus on the operation of all other facilities included in the study. Mitigation efforts to reasonably improve or correct any deficiencies should be identified in the study, and implementation of the identified mitigation should be discussed with the County and other appropriate parties.

3. If a development would generate more than 300 external peak hour trips, a Regional Traffic Impact Study (Regional TIS) will be required to be performed. In addition to the requirements listed in Items 1 and 2, engineering judgement should be used to determine if the addition of traffic from the development would significantly impact any facilities outside of the study area limits identified in items 1 and 2. In addition to the focus on facilities and services listed in Items 1 and 2, the Regional TIS should focus on the operation of all other facilities included in the study. Mitigation efforts, which could be significant, to reasonably improve or correct any deficiencies should be identified in the study. Mitigation efforts should be discussed with the County and other appropriate parties.
4. In addition to the requirements listed in items 1 through 3, there are certain areas and roadways within the County that have specific goals identified in the 2010 Comprehensive Plan update. These include, among others:
  - a. Interstate Route 95;
  - b. US Route 40;
  - c. Roadway connections between I-95 and US Route 40;
  - d. Bridge locations.

In determining the study area for a traffic study, special consideration should be given to these and related facilities to ensure that the traffic added to the roadway network by a development does not adversely affect the County's goals for these areas, and if it does, determination of appropriate mitigation measures should be identified in the study.

5. The TIS shall be completed per the most recent Cecil County TIS Guidelines, Road Code, and Road Code Guidance Manual as appropriate and as directed by the County.